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#### VICINITY MAP

### **EXISTING SITE**

The project site consists of an empty, single parcel (APN 379700-0010) on the southern portion of N. 80th Street bounded by Aurora Avenue N. To the east and Linden Avenue N to the west. Immediately adjacent to the site on the western border is a single-family residence, and to the east is a commercial property (Andy's Auto Repair.) The subject parcel is a total of 5,901 SF and measures 60'-0" in the east-west direction and 98'-6" in the north-south direction. The site slopes from the northwest to the southeast with an approximate grade change in that direction of six and a half feet. Currently the site is vacant and devoid of any trees or existing structures.

# ZONING AND OVERLAY DESIGNATION

The project parcel is zoned NC3P-40, indicating that the structure may go up to 40'-0". The NC zoning continues south on Aurora Avenue N., while to the north it transitions to commercial (C1-40) zoning. There are small pockets of LR and NC zoning that branch off from Aurora Avenue N. in the near vicinity. Directly to the west of the site the zoning transitions to SF5000 zoning, which will require upper level setback to be taken into account. This SF5000 zoning is directly north and south of the site as well. The subject parcel is not within an Urban Village, but is confirmed to be in a Frequent Transit area. This allows for the parcel to have a 50% reduction in required parking. The small efficiency dwelling units (or SEDUs) allow for an additional 50% reduction of parking, totaling at a 25% reduction of parking.

## **DEVELOPMENT OBJECTIVES**

The owner proposes the construction a new residential apartment building with approximately 27 small efficiency dwelling units on the longstanding vacant lot at 949 N 80th Street. The objective for these apartments is to provide upscale, market rate housing that is within walking distance to the Green Lake and Greenwood neighborhoods. The demographic that will benefit most from this housing will be graduate students, young professionals, and wage earners in the neighborhood; city-dwellers seeking a more pedestrian-oriented lifestyle; and people that use the Aurora Avenue corridor to commute. These small efficiency apartments will transition between the commercial and residential boundaries of the immediate area, and will create convenient and workforce housing options supportive of the vibrant and rejuvenating neighborhood. Not only will this project fill in the 'missing tooth' on the block and curb opportunities for the various illegal activities occurring in the empty lot, but more importantly this project will also create a welcoming, residential face to the N 80th as it meets Aurora.

#### **NEIGHBORHOOD DEVELOPMENT**

The immediate blocks in the zone are a mix of multi-family apartment buildings, small businesses, and single-family homes. There is a variety of commercial buildings along Aurora Avenue N., which includes several restaurants, gas stations, various small businesses, and a grocery store within walking distance. The E Line Rapid Ride also runs along Aurora, and provides a quick link between the neighborhood and downtown Seattle. In general, the area is conducive to an urban lifestyle, providing the necessary transportation and pedestrian links between the city center and the adjacent neighborhoods.



# SITE LOCATION

949 N. 80th Street Seattle, WA 98103

## **PROJECT PROGRAM**

Site Area: 5,901 SF Number of Residential Units: Approx. 27

Number of Parking Stalls: 7

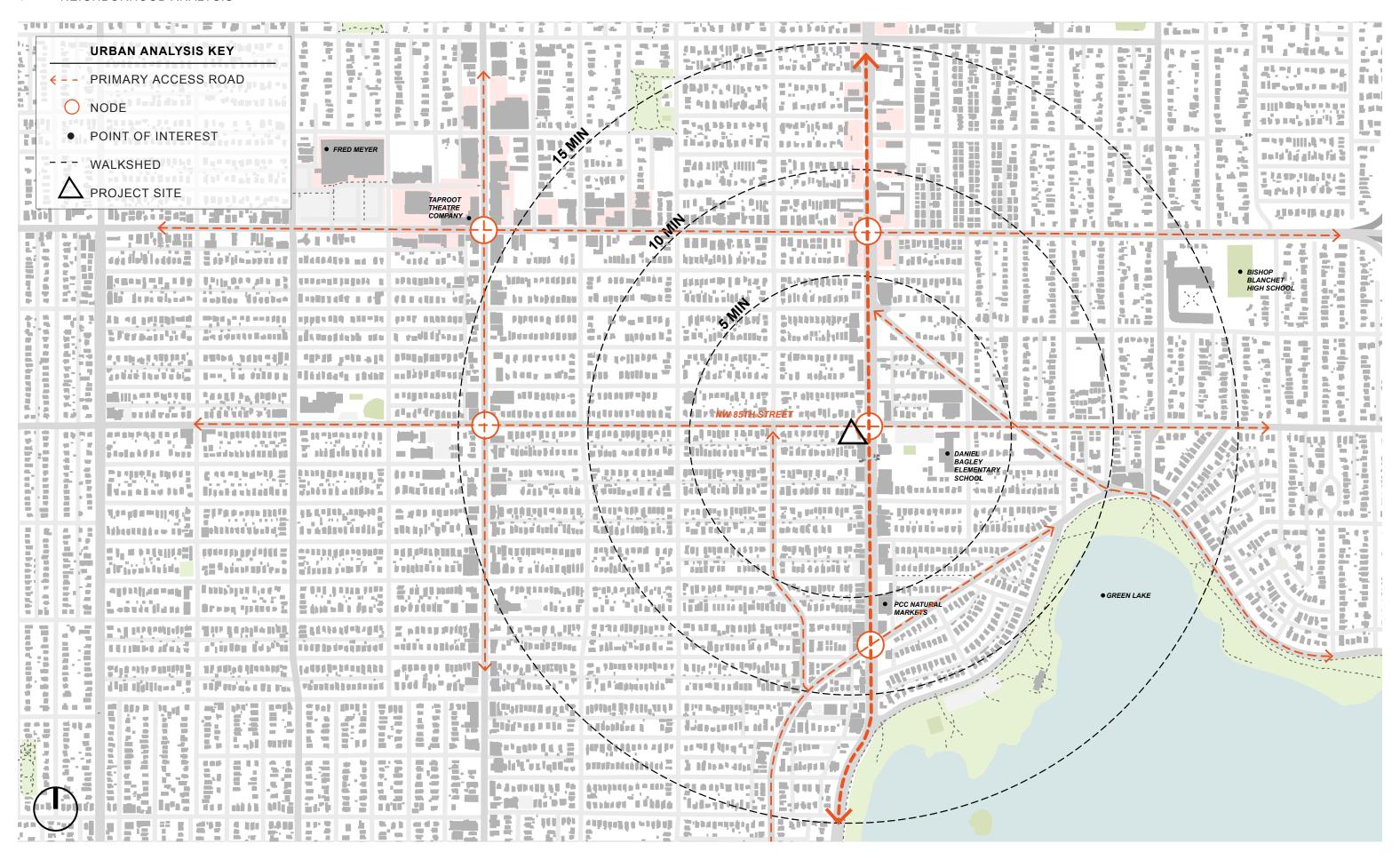
Proposed Bike Parking: Approx. 25 Stalls

Total Area: Approx. 13,000 SF

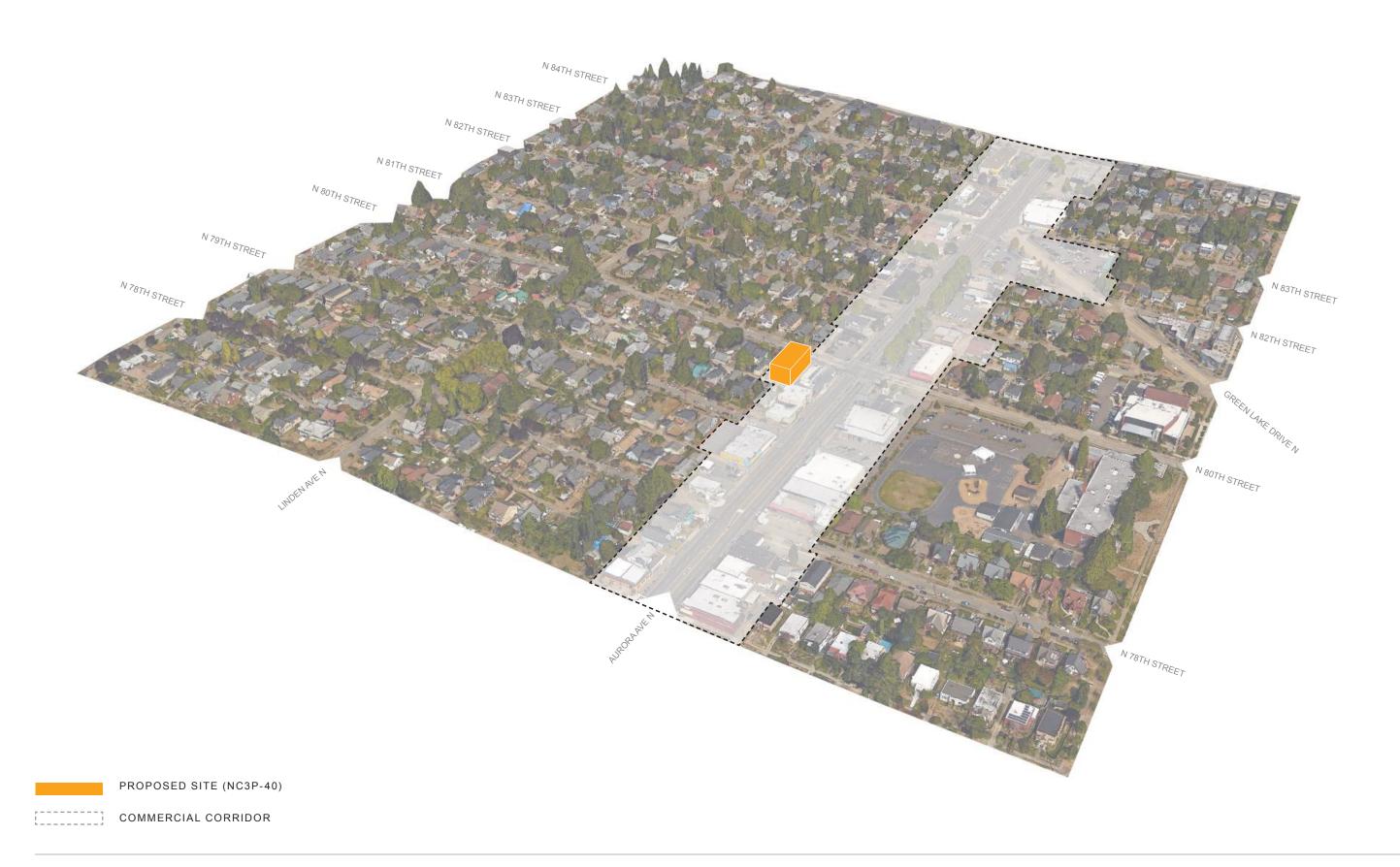
Total Area Above Grade: Approx. 13,000 SF

Allowable FAR = 3

Anticipated FAR = Approx. 2.1



CONE ARCHITECTURE 949 N 80TH STREET APARTMENTS #3024527 EDG



949 N 80TH STREET APARTMENTS #3024527 EDG

















C O N E ARCHITECTURE

**ADDRESSES:** 949 N. 80th Street **PARCEL #:** 379700-0010

**ZONING:** NC3P-40

**OVERLAYS:** Frequent Transit

SITE AREA: 5,901 SF

#### 23.47A.004 PERMITTED USES

Permitted outright:

Residential

#### 23.47A.005 STREET LEVEL USES

Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade, in a pedestrian-designated zone, facing a designated principal pedestrian street.

• N 80th is not a designated principal pedestrian street per 23.47A.005.D.2.

#### 23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS

- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.
- 60% of the street facing facade between 2 and 8 feet shall be transparent.
- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
- •The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

#### 23.47A.012 STRUCTURE HEIGHT

	NC3P-85
Allowed Maximum Base Height:	40'-0"
4' additional allowed for rooftop features (parapets, clerestories, etc.)	44'-0"
16' additional allowed for stair & elevator penthouses:	56'-0"

#### 23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

# 23.47A.013 FLOOR AREA RATIO

Maximum FAR: 3.0 (17,703 SF) Minimum FAR: 1.5 (8,852)

### 23.47A.014 SETBACKS REQUIREMENTS

Setback requirements for lots abutting or across the alley from residential zones:

•A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot

•For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet.

A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and Landscaping Standards.

#### 23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- •The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

#### **23.47A.024 AMENITY AREA**

Required: 5% of gross floor area in residential use

5% x 13,000 SF =650 SF

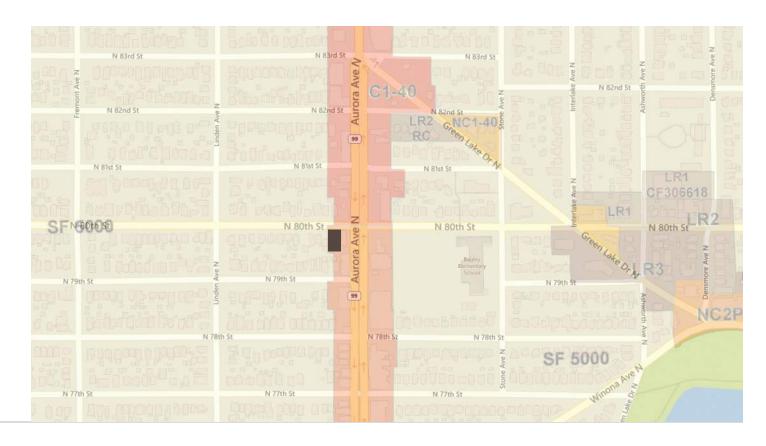
#### 23.54.015 REQUIRED PARKING

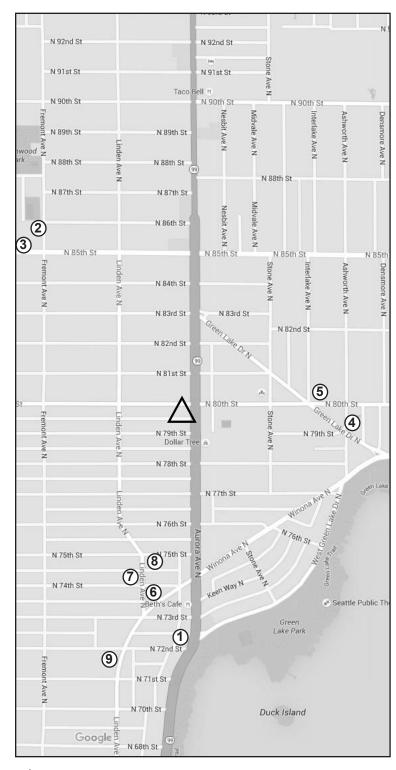
Parking is required; however, 50% is allowed in a Frequent Transit area. An additional 50% reduction is allowed with small-efficiency dwelling units.

### 23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Residential, 26-50 dwelling units: 375 SF

The minimum horizontal dimension of required storage space is 12 feet.











1 THE CLARKE APARTMENTS

THE MAX APARTMENTS

3 THE GUINEVERE APARTMENTS







GREENLAKE MANOR APARTMENTS

**(5)** 1400 N 80TH ST

**6** 909 N 74TH ST







THE LINDEN APARTMENTS

PROJECT SITE

8 404 LINDEN AVE N





1 AURORA 77 - WORKSHOP AD



3 88TH + NESBIT APARTMENTS - RUTLEDGE MAUL



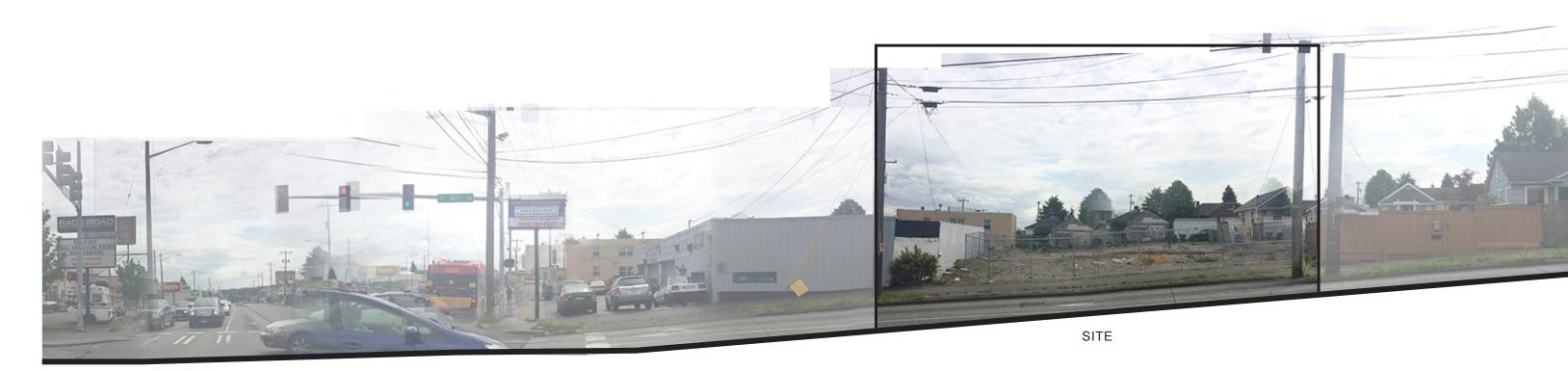
2 8228 GREEN LAKE DR N - STUDIO MENG STRAZZARA



4 MID BLOCK - TWIST ARCHITECTURE + DESIGN



- STREET LOOKING NORTH -----



STREET LOOKING SOUTH







STREET LOOKING SOUTH



- ALLEY LOOKING NORTH

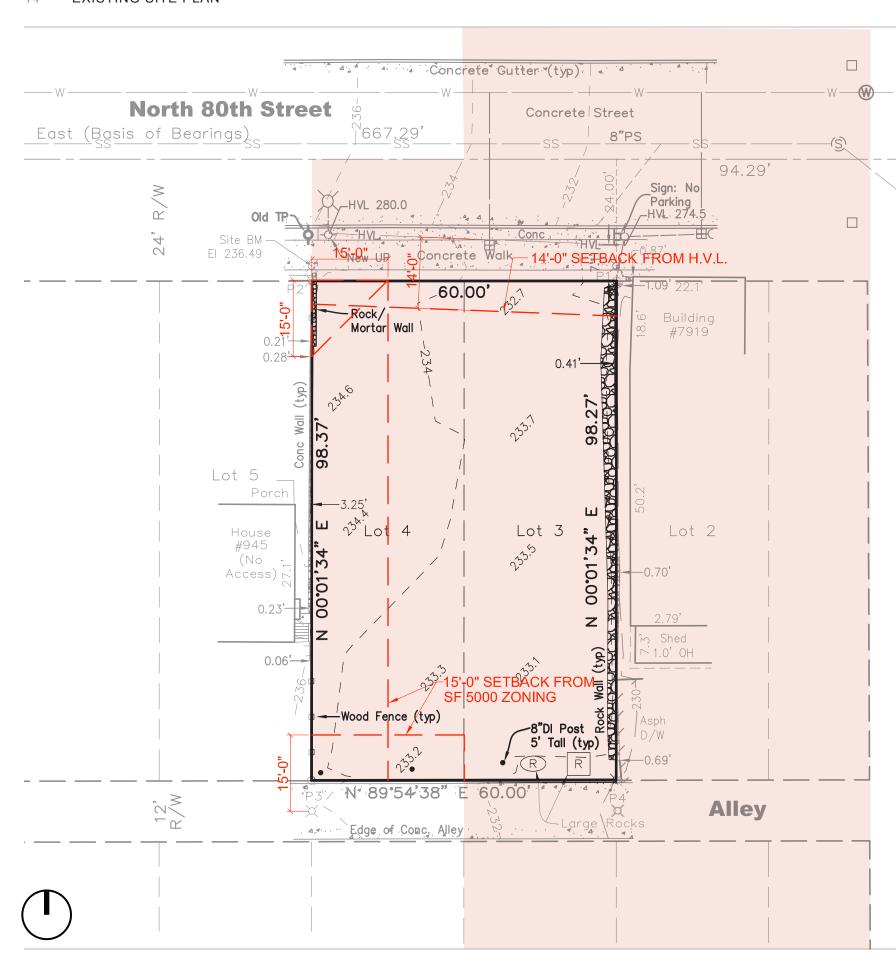








ALLEY LOOKING SOUTH



#### **EXISTING SITE CONDITIONS**

### PROPOSED PROJECT SITE

One parcel located mid-block on the south side of N 80th Street Site area = 5,901 SF measures roughly 60' wide by 98.5' deep

### **TOPOGRAPHY**

6'-6" slope down across site from northwest corner to southeast corner 4'-10" slope down along N 80th St. frontage from west to east

### ADJACENT BUILDINGS AND USES

Existing 1-story single family residence immediately west of site (zoned SF5000)

Existing 1-story automotive shop immediately east of site (NC3P-40)

Existing 1-story single family residence across the alley (zoned NC3P-40)

Existing 1-story single family residence across the alley (zoned SF5000)

## **SOLAR ACCESS & VIEWS**

The site has great solar access due to existing topography and alley separation to the south. Wonderful territorial views of Green Lake, the Downtown skyline, and Space Needle will be available from the upper reaches of the site.

## ALLOWABLE STRUCTURE HEIGHT

NC3P-40 zoning allows for a 40'-0" structure height

- 4' bonus for rooftop features
- 16' bonus for stair/elevator penthouses

# ALLOWABLE BUILDING AREA

NC3P-40 3.0 FAR = 17,703 SF

NC3P-40 ZONING

SF 5000 ZONING

#### PROPOSED SITE PLAN

#### **SETBACK REQUIREMENTS:**

- No setbacks required except at portions of the structure above 13' adjacent to the SF5000 parcels (to the west and partially across the alley) minimum proposed at north and east for glazing allowances)
- A departure is proposed to allow portions of the structure at the west and south property lines adjacent to SF5000 parcels.
- •A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.

## TRAFFIC CIRCULATION

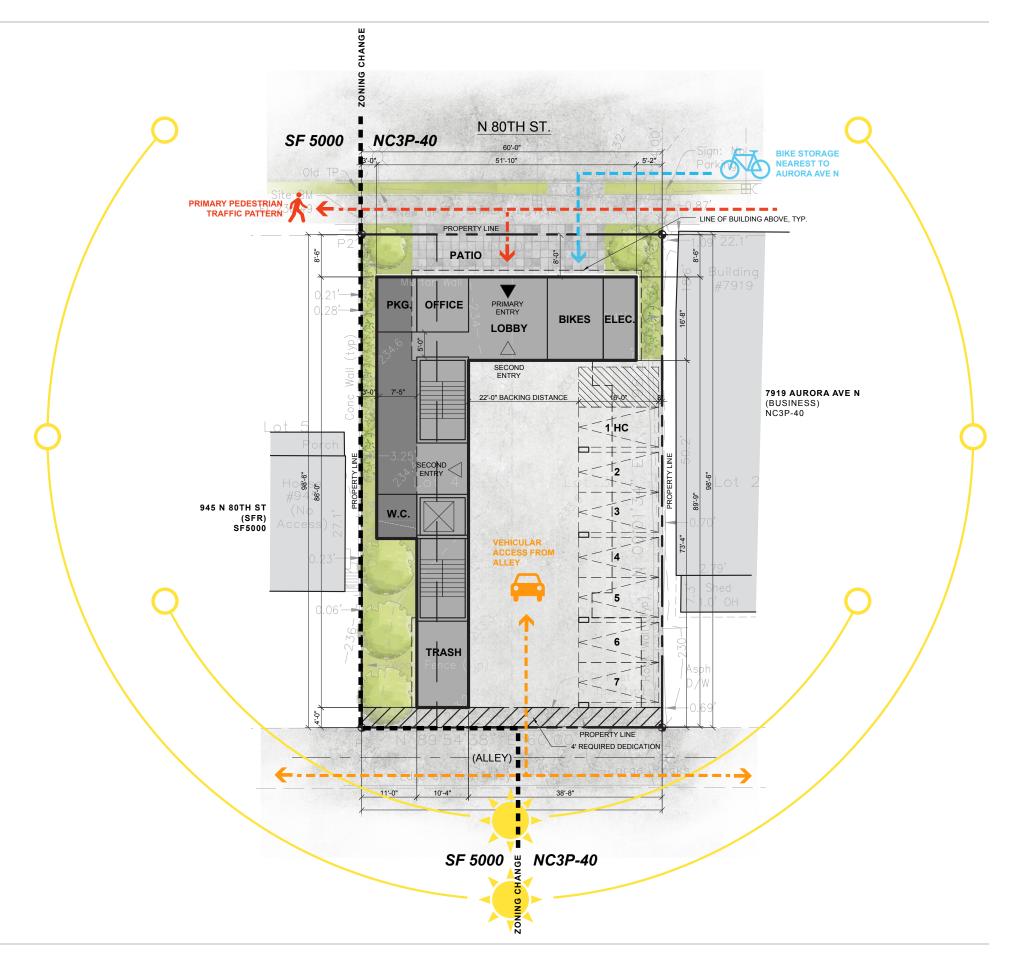
- N 80th is a minor arterial street that terminates to the west at the intersection with 32nd Ave W and the east 20th Ave NE.
- •Aurora Ave, a major north-south arterial street is located less than 100' to the east.
- •A traffic signal regulates traffic at the intersection of N 80th Street and Aurora Avenue.
- There is unregulated street parking available on the north side of N 80th. There is no street parking on the south side of N 80th adjacent to the project site.
- A Rapid Ride bus stop is located approximately 100' away on the west side of Aurora Ave.

#### STREETSCAPE

- N 80th Street has a 6'-0" wide sidewalk and an approximately 2'-6" wide planting strip north of the proposed site.
- •The existing planting strip is filled in with concrete and contains several utility poles immediately adjacent.
- There are no street trees currently planted in the R.O.W. of the proposed site between Aurora Ave. and Linden Ave N.
- •West of the project site, the narrow planting strip continues and is planted with grass and small shrubs.
- Overhead power lines run east to west adjacent to the site on the south side of N 80th.

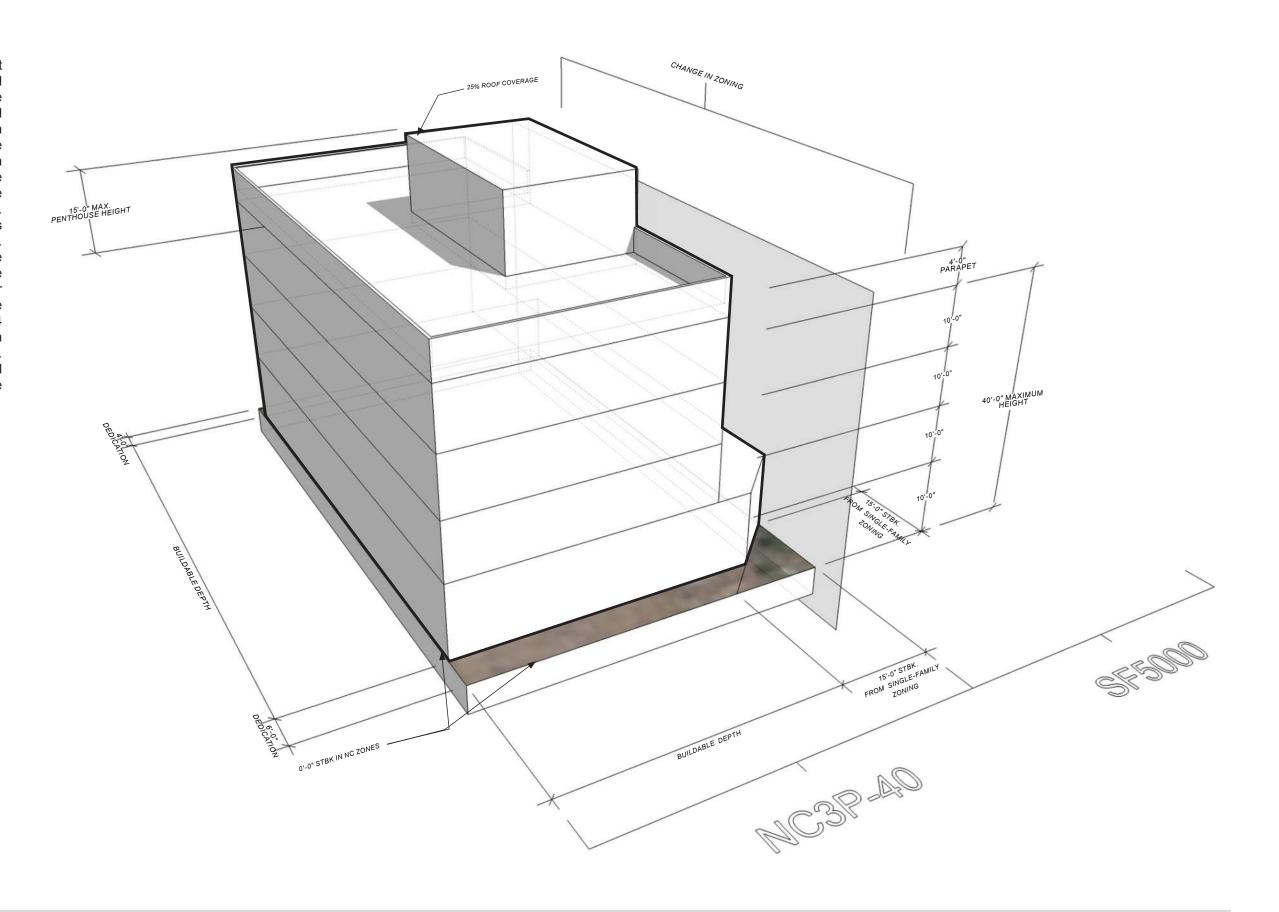
#### **NEIGHBORHOOD PATTERNS AND POTENTIAL**

- •The project site has been vacant and a host to illegal activities for several years and is deserving of a more important role on the block.
- •The project site can serve as a thoughtful transition from residential to commercial zoning.
- •N 80th has an active connection to Aurora Ave and then to parts north and south in the City.
- •The one-story structure to the east will afford (for now) a prominence for the proposed building's east facade and allow the building to connect visually to Green Lake.

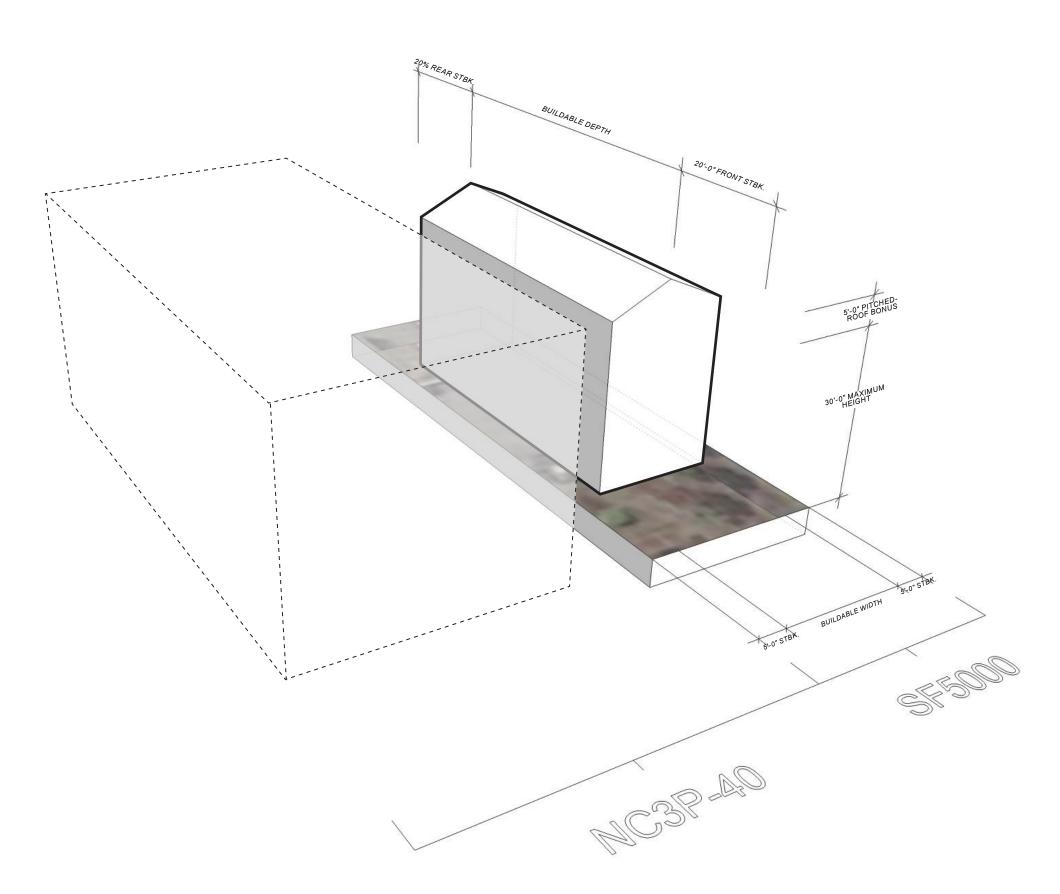


#### MAXIMUM DEVELOPMENT POTENTIAL

The project site is zoned commercial but borders single family zoning to the west and partially across the alley to the south. The commercial zoning allows the building to extend to all property lines at the ground level, with the exception of a required 4' dedication at the alley and a 6' landscape setback along N 80th Street. Adjacent to the residential zones, the building with be required to setback 15' above without the granting of Design Departure. Additionally, where the west property abuts the sidewalk, a setback triangle is required. To the east, the building could be built to the property line but should be setback to maximize allowable openings in the east facade for light, air, and views for east-facing units. The structure height limit of 40' will allow for 4 stories, plus a 4' bonus for parapet walls and a 16' bonus for stair/elevator access to the roof. A large, outdoor amenity space at the roof will offer spectacular views to Green Lake and the downtown skyline



C O N E ARCHITECTURE



#### 'GOOD NEIGHBOR' DEVELOPMENT

The existing one-story home to the west of the project site has been carefully considered in the development of the project. To be sure, the zoning for the neighboring parcel (SF-5000) allows for a structure much larger and taller than what is currently there. For example, the allowable structure height for this parcel is 35' with a pitched roof. Once the average grade difference of the neighboring parcel is factored in (approximately 6' higher), the maximum structure height for the single family parcel to the west is similar to the maximum structure height of the project site. Nevertheless, current conditions must be considered. To that end, the applicant has sought, received, and incorporated feedback from the neighbor to the west and will continue to work together to create a development that is respectful of privacy and access to daylight for both parcels, while creating a new project that can be a positive presence in lieu of the current vacant

GUIDELINE	DESCRIPTION	RESPONSE
CS2. URBAN PATTERNS AND FORM	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area	
CS2-A. Location in the City and Neighborhood	2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.	The proposed design fits within the allowed zoning, and creates additional affordable living between several appealing neighborhoods.
CS2-B. Adjacent Site, Streets and Open Spaces	<ol> <li>Site Characteristics: Allow characteristics of sites to inform the design.</li> <li>Connections to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.</li> </ol>	Large areas of glazing and generous landscaping will reach out to the street, creating a soft, porous visual barrier between the public and proposed private structure.
CS2-C. Relationship to the Block	2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.	As this NC3-40 site is adjacent to SF 5000 as previously mentioned, a vertical privacy buffer is proposed in the form of a stair tower, minimizing the amount of units facing the neighbor.
CS2-D/III. Height, Bulk, and Scale	1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.	The proposed project acts as a transitional site, bridging the single-family sphere and the commercial realm on Aurora Ave.
PL1. CONNECTIVITY	Complement and contribute to the network of open spaces around the site and the connections among them.	
PL1-B. Walkways and Connections	<ol> <li>Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.</li> <li>Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.</li> </ol>	The proposed entry is visible on all proposed options. While the site is not located in a pedestrian area so much as a vehicular, the proposed design will offer seating, lighting, attractive planting, and the ground level be scaled to an appropriate pedestrian level.
PL2. WALKABILITY	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	
PL2-B. Safety and Security	<ol> <li>Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.</li> <li>Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.</li> <li>Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.</li> </ol>	The majority of unit windows will be oriented towards the street as much as possible. Lighting will be provided throughout the site in an appropriate manner, and the glazing at the ground level will be focused on lobby and entries, and less in offices, storage, and bike amenity.
PL2-C. Weather Protection	3. People-Friendly Spaces: Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the facade.	Weather protection, when not integrated into the natural building modulation, will be provided at entrances and exits.
PL2-I. Pedestrian Open Spaces and Entrances (GLSG*)	i. Make Aurora More Pedestrian Friendly: new development should make the entire Aurora corridor more friendly to pedestrians by encouraging street-fronting entries, pedestrian-oriented facades and spaces, and overhead weather protection.	The ground level has been recessed to allow for trees, but also to allow for a more gracious and pedestrian-scaled entry. This "porch" will contain seating, planting, and will have some overhead weather protection.
PL3. STREET-LEVEL INTERACTION	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	
PL3-A. Entries	1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.  2. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.	The street-facing entry will be indicated by substantial glazing, overhead weather protection, building modulation, and several pedestrian elements such as directional landscaping, lighting, and signage.
PL3-B. Residential Edges	1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.	An increased setback will create a semi-private "porch" buffer.
PL3-II. Transition between Residence and Street (GLSG*)	i. Residential Buildings: Residences on the ground floor should be raised for residents' privacy, if allowed by site conditions. Well landscaped, shallow front yard setbacks are also typical and appropriate. (See guideline CS2).	No units are proposed on the ground level; however, a well landscaped, "front yard" setback will help create a buffer between residential and the public right-of-way.

C O N E ARCHITECTURE

GUIDELINE	DESCRIPTION	RESPONSE
DC1. PROJECT USES AND ACTIVITIES	Optimize the arrangement of uses and activities on site.	
DC1-C. Parking and Service Uses	1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.	The required parking will be accessed from the alley. In the preferred option, it is also separated from the single-family neighbor.
DC2. Architectural Concept	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	
DC2-A. Massing	Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.     Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.	Modulation is used at various points to decrease the massing of the building. Overhangs along the structure to a pedestrian scale, and parapets are used to create the appearance of structural volumes.
DC2-B. Architectural and Facade Composition	<ol> <li>Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole.</li> <li>Blank Walls: Avoid large blank walls along visible facades wherever possible.</li> </ol>	See above response. On the preferred option, the proposed stair tower has been relocated as to not be visible from the high-volume Aurora Ave.
DC2-C. Secondary Architectural Features	Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design.	Canopies/awnings will be used to break down the scale of the facade at a pedestrian level.
DC2-D. Scale and Texture	Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.      Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture."	See above responses. The proposed material at the ground-level volume will be of high-quality and textural on the pedestrian scale.
DC3. OPEN SPACE CONCEPT	Integrate open space design with the design of the building so that each complements the other.	
DC3-I. Residential Open Space (GLSG*)	I. Landscape Design to Address Special Site Conditions	Landscape will be used liberally to create a soft and inviting planting buffer between the proposed structure and the existing western neighbor.
DC4. EXTERIOR ELEMENTS AND FINISHES	Use appropriate and high quality elements and finishes for the building and its open spaces.	
DC4-A. Building Materials	Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close.	Materials proposed will be high quality and durable, especially at the pedestrian level.
DC4-B/I. Signage (GLSG*)	Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.     i. Except within the Aurora Avenue North corridor, signage should be oriented to pedestrians. (excluding Aurora Ave. N.) Small signs incorporated in the building's architecture are preferred; Neon signs are appropriate; Sign designs are encouraged to be playful, interesting, and colorful.	The proposed signage will look to the surrounding neighborhood for inspiration and to ensure that it is appropriate in scale and character.
DC4-C. Lighting	1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.	Site lighting will be utilized to create a safe environment. It will also be used for nighttime wayfinding.
DC4-D. Trees, Landscape and Hardscape Materials	<ol> <li>Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.</li> <li>Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials.</li> <li>Place Making: Create a landscape design that helps define spaces with significant elements such as trees.</li> </ol>	A entry "porch" (or small plaza) will serve as an opportunity to provide lush planting, as well as will be the location for some vertical tree planting elements.

<sup>\* =</sup> Green Lake Supplemental Guidance

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#### **OPTION ONE**

Option One fronts N 80th with a large lobby and bike amenity space, and also an outdoor entrance patio oriented towards Aurora. Parking for 6 vehicles at grade is accessed from the alley. The majority of parking will be exposed (not under cover of the building) and adjacent to the west property line and existing single-family house. The vertical circulation is consolidated to the eastern edge of the property as a result of the parking layout. The typical upper level unit floors will have 3 units facing N 80th street, 1 unit facing the alley at the south, but the majority of the units facing west and towards the existing single family house. The roof deck amenity space is oriented towards the west to take advantage of afternoon sun, with limited access to views downtown and Green Lake.

### **OPTION TWO**

Option Two has a more compact building footprint. A large, recessed lobby fronts N 80th and is accessed from an entrance patio oriented to the northwest corner of the lot. Parking for 6 vehicles is located immediately adjacent and along the length of the alley. The majority of the parking will be covered by the building above. A L-shaped vertical circulation core is located in the middle of the site and allows for the units to be oriented to the north, south, and east – away from the existing single family home to the west. The roof deck amenity space is oriented towards the north and will have views towards Green Lake, with limited access to views of downtown Seattle.

## **OPTION THREE - PREFERRED**

The applicant's Preferred Option, Option Three, flips the ground level and vertical circulation core of Option One to greater effect. A lobby and bike amenity front N 80th, with a building entrance centered on a long entrance patio. New landscaping with define and buffer each end of the patio. Parking for 7 vehicles is accessed from the alley and oriented away from the single-family home to the west. The vertical circulation core, now located on the eastern side of the property, allows for units to be oriented to the north, south, and east — away from the existing single family home to the west like Option Two. However, the roof deck amenity, unlike the previous options, is now entirely oriented to the east and away from the house to the west. This not only ensures privacy for the neighbor, but also benefits the residents of the new building with wonderful views towards Green Lake and the downtown skyline.

### OPTION ONE -

# DISTINGUISHING FEATURES

- 4-story building = 13,231 GSF
- 24 apartments + 6 parking spaces

# **OPPORTUNITIES**

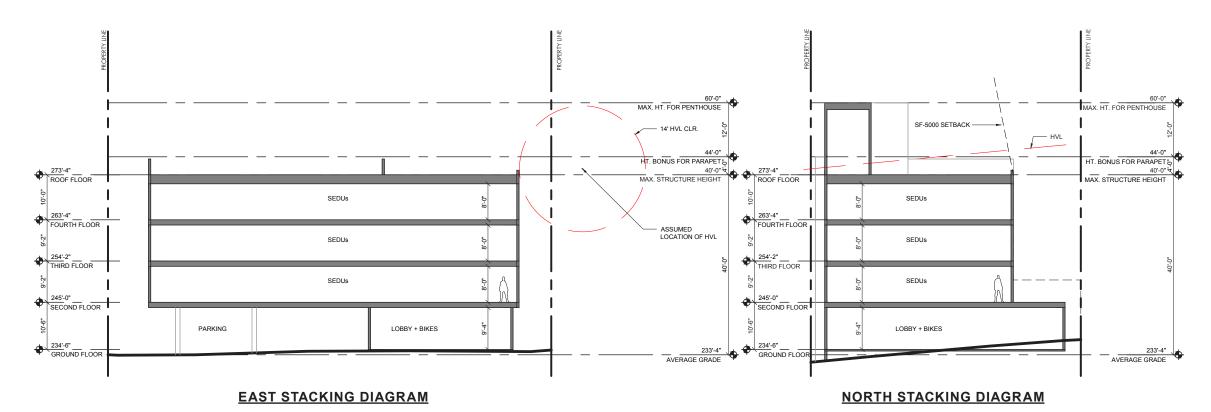
- Building entrance and patio oriented towards pedestrian traffic from Aurora Ave
- Large ground floor lobby and bike amenity
- Trash/refuse is internalized and immediately adjacent to the alley for pick-up
- Large roof deck amenity oriented towards afternoon sun and downtown views

# CONSTRAINTS

- Surface parking adjacent to neighbor
- Most units located overlook neighbor to the west
- Blank east facade will be visible from Aurora Ave

# **DEPARTURE REQUESTED:**

No departures requested





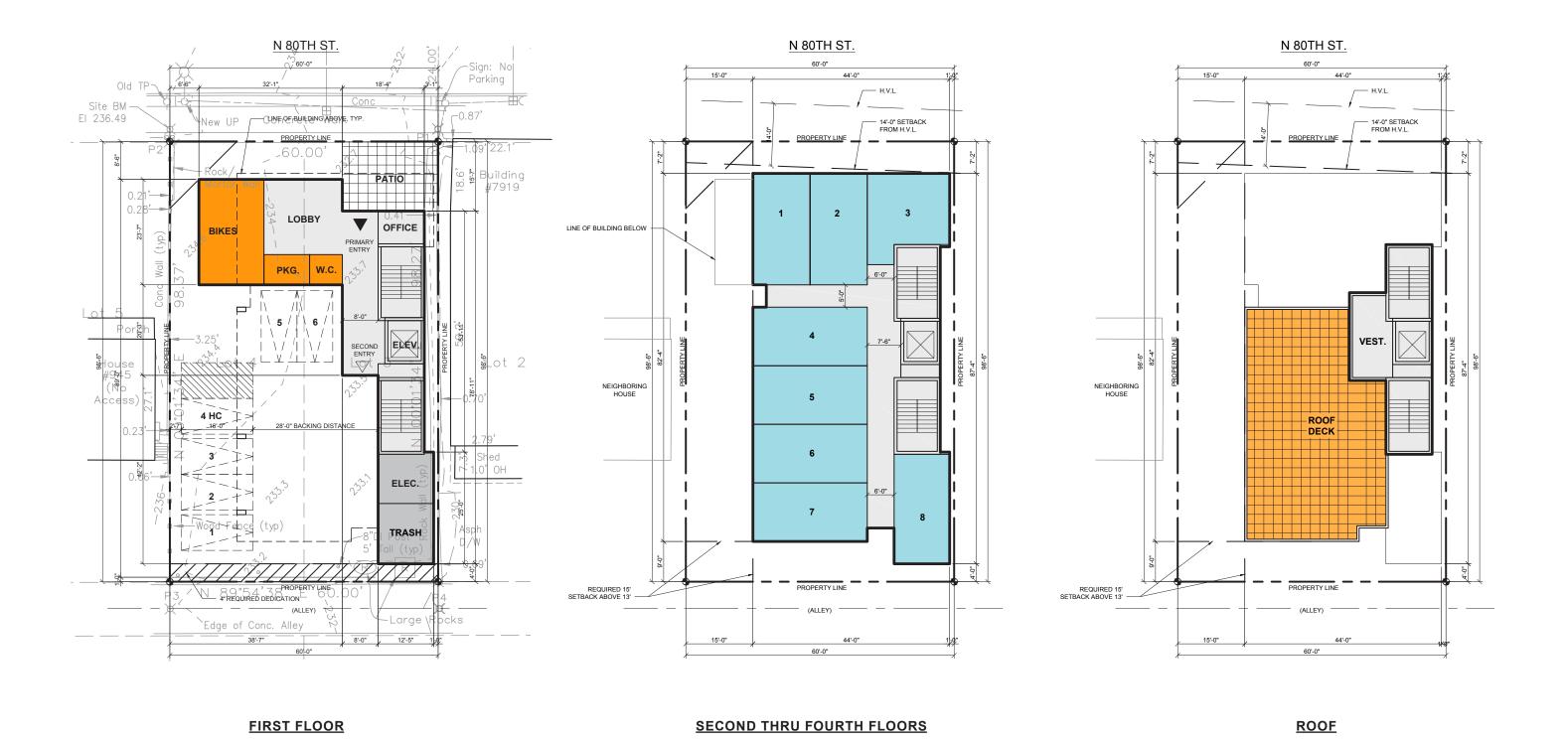




AUXILIARY

UNITS

AMENITY



949 N 80TH STREET APARTMENTS #3024527 EDG C O N E ARCHITECTURE

BUILDING

### OPTION TWO -

# **DISTINGUISHING FEATURES**

- 4-story building = 12,640 GSF
- 24 apartments + 6 parking spaces

# **OPPORTUNITIES**

- Compact building footprint
- Large entrance patio at sidewalk
- Generous ground floor lobby and bike amenity
- Parking adjacent to alley
- All units face away from west neighbor with most having views towards Green Lake and downtown

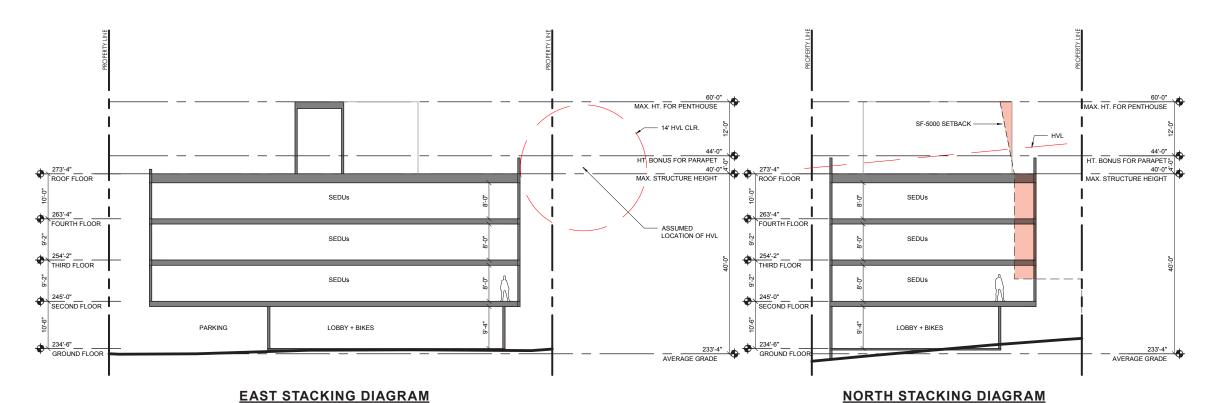
# **CONSTRAINTS**

- Stair/elevator towers will obscure views to downtown
- Roof deck amenity space will overlook west neighbor's front yard
- Trash located in exterior enclosure adjacent to west neighbor's house

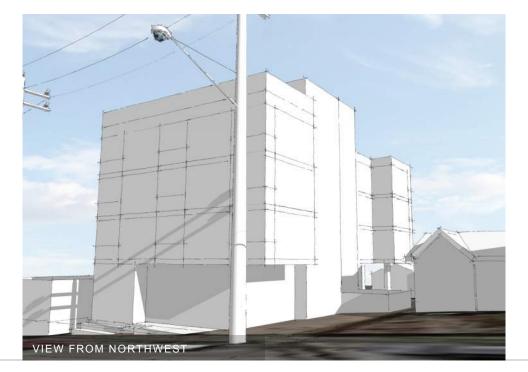
# **DEPARTURE REQUESTED:**

UPPER LEVEL SETBACK (SMC 23.47A.B.3.a)

 To reduce the required upper level setback to 10' for portions of the building at levels 2-4









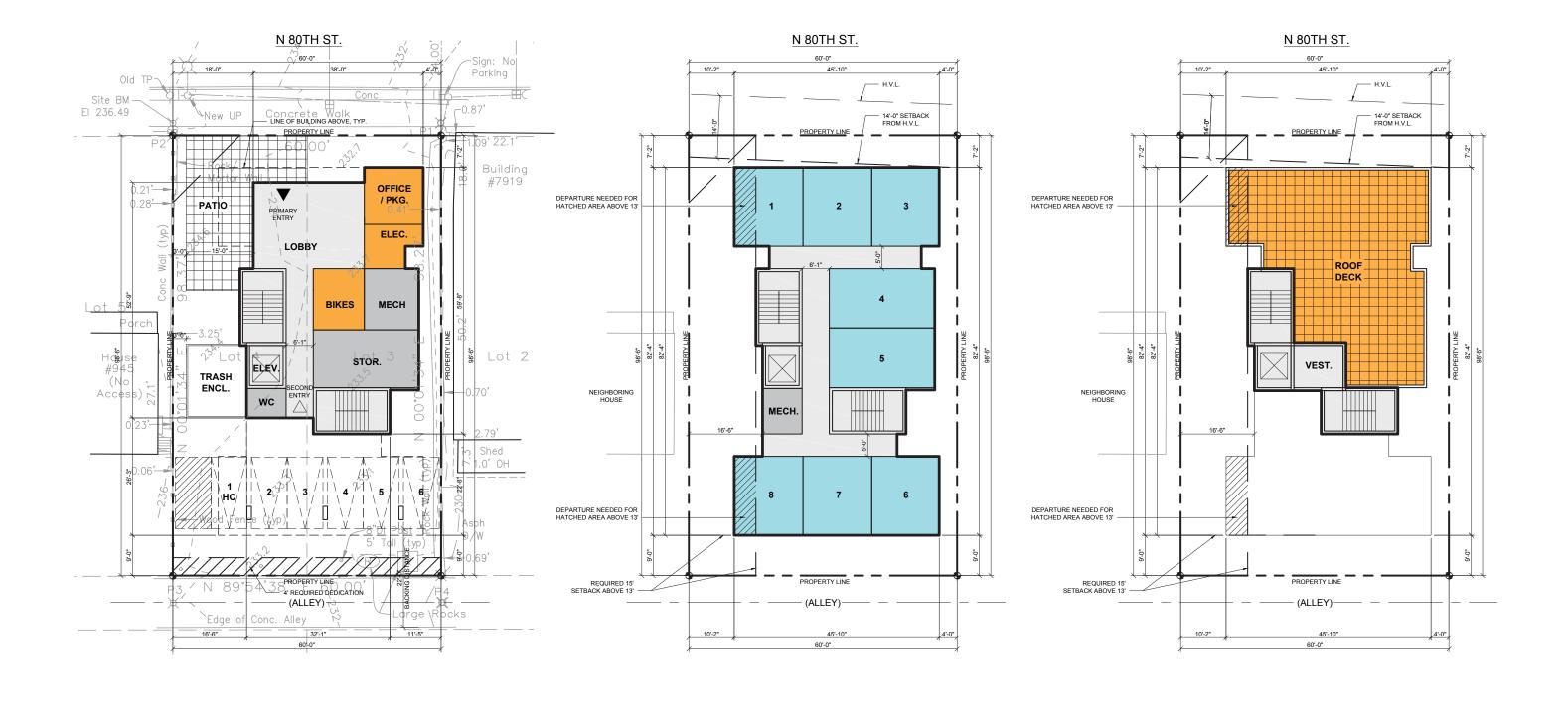
**ROOF** 

UNITS

AMENITY

AUXILIARY

25



949 N 80TH STREET APARTMENTS #3024527 EDG C O N E ARCHITECTURE

BUILDING

SECOND THRU FOURTH FLOORS

**FIRST FLOOR** 

#### **OPTION THREE -**

# **DISTINGUISHING FEATURES**

- 4-story building = 13,249 GSF
- 27 apartments + 7 parking spaces

### **OPPORTUNITIES**

- Building entrance and patio oriented towards pedestrian traffic from both Aurora Ave and the west
- Generous ground floor bike amenity adjacent to lobby and main entrance
- Parking oriented away from the west neighbor
- All units face away from west neighbor with most having views towards Green Lake and downtown
- Trash/refuse is internalized and immediately adjacent to the alley for pick-up
- Large roof deck amenity oriented towards Green Lake and downtown views, and away from west neighbor
- East facade with units and windows will be visible from Aurora Ave

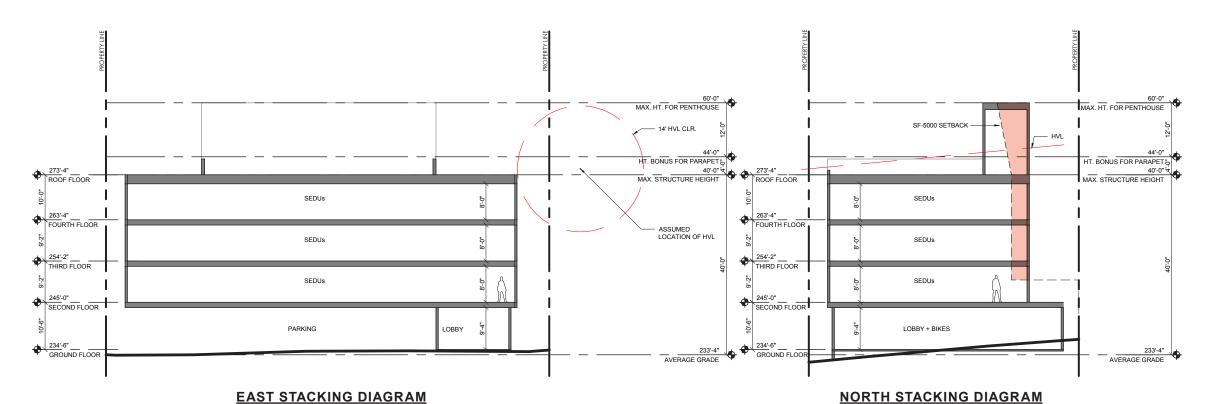
### **CONSTRAINTS**

- Elongated building footprint
- Stair/elevator towers will shade roof deck in the afternoon

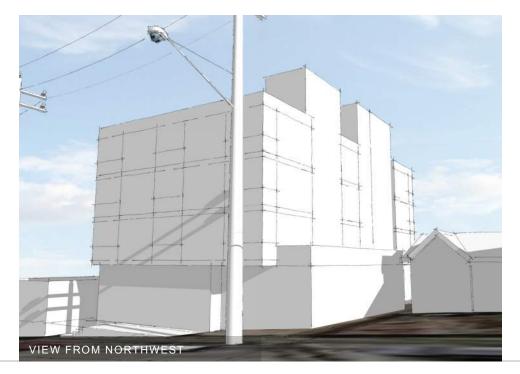
## **DEPARTURE REQUESTED:**

UPPER LEVEL SETBACK (SMC 23.47A.B.3.a)

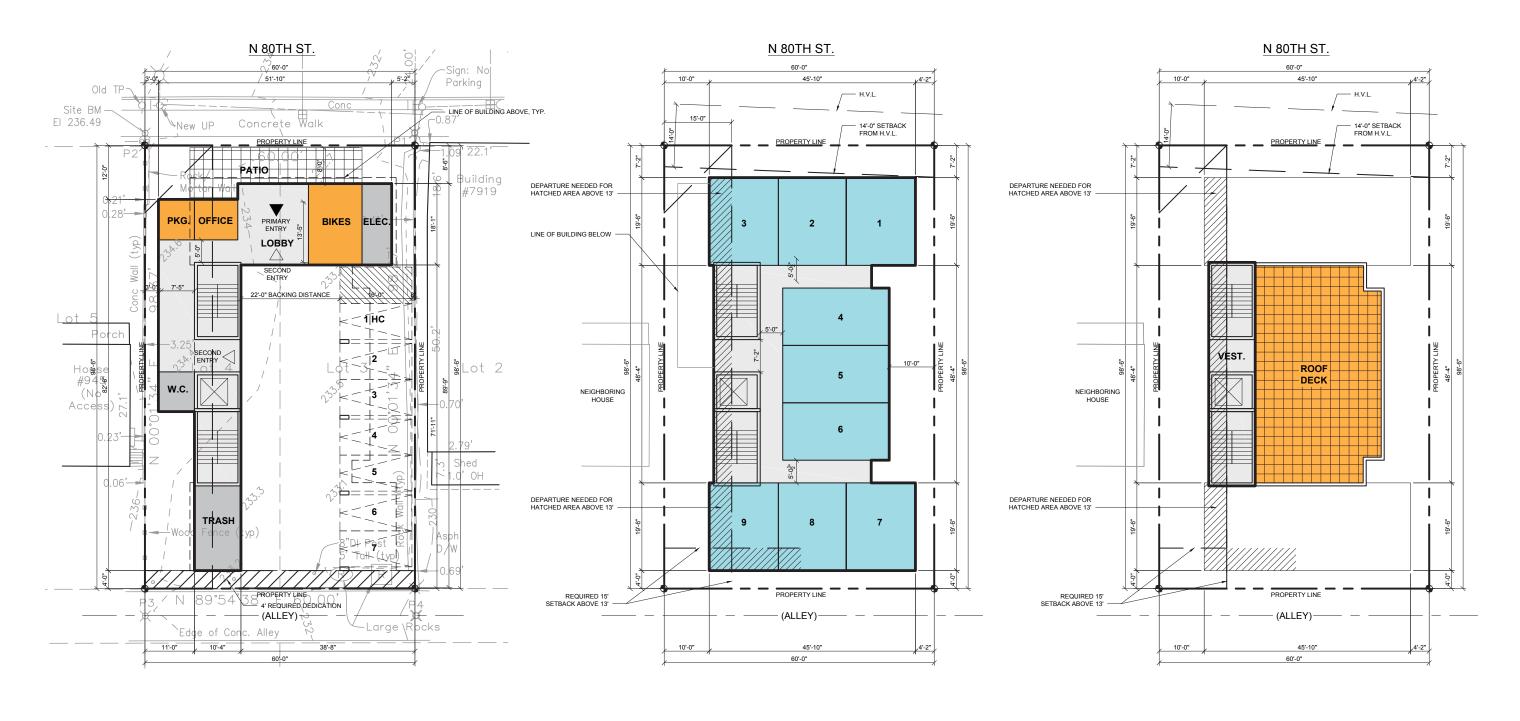
• To reduce the required upper level setback to 10'











FIRST FLOOR SECOND THRU FOURTH FLOORS ROOF





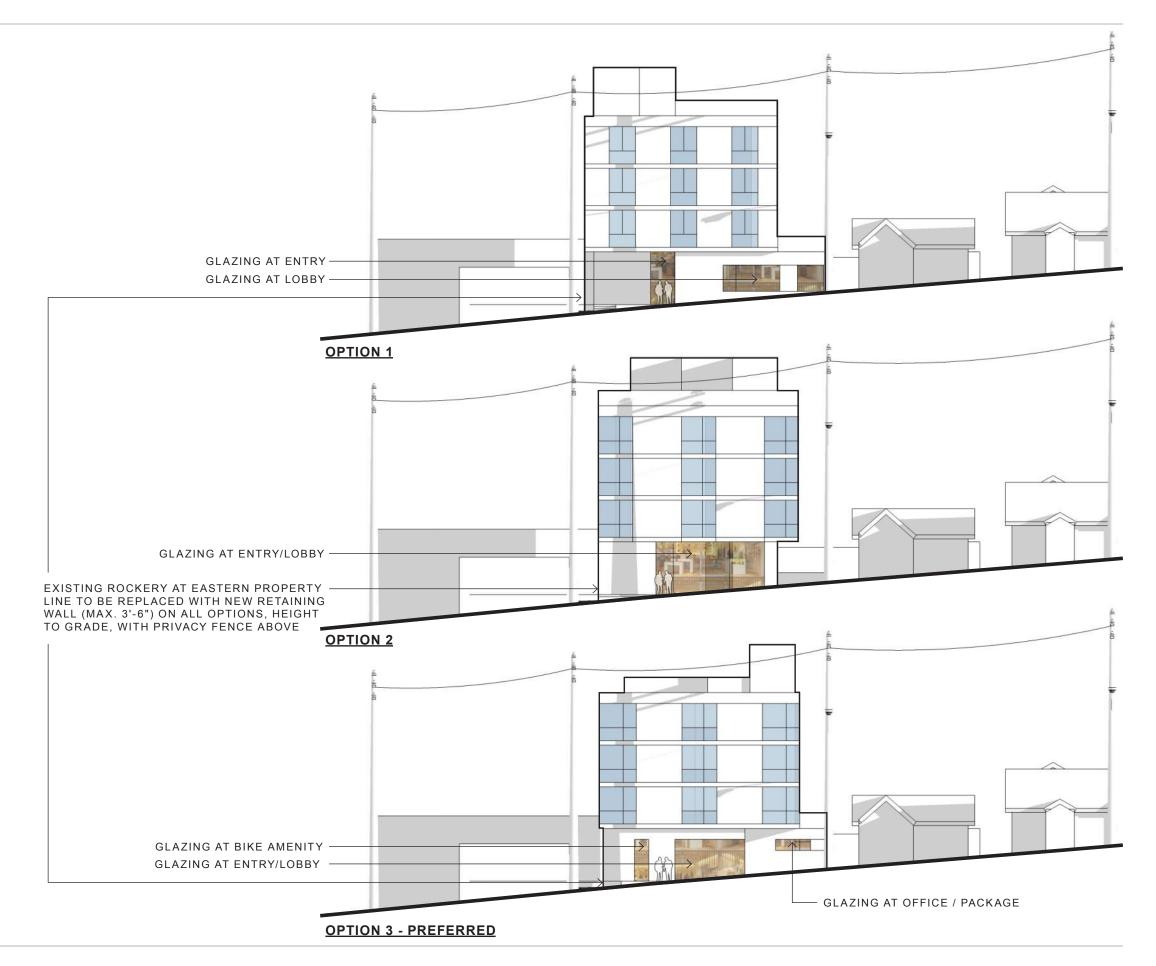
# PRIVACY STUDIES TO WEST NEIGHBOR

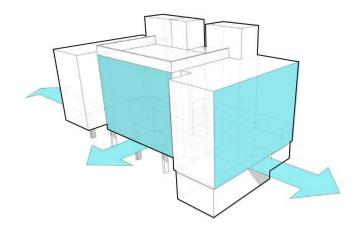
Overall, there are very few instances of overlapping windows between the existing SFR and the three proposed options due to the scale difference. However, the first option directs the windows of approximately 12 units towards the single-family property. The first two options also locate the parking directly adjacent to the western neighbor. The third option provides a better buffer and more successfully addresses privacy concerns and potential disturbances from parking with the west neighbor.



## STREET LEVEL FACADE

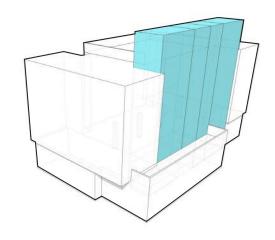
All of the proposed options will provide substantial glazing along the street facing facade, and will have at least 40% transparency at the street level. This transparency will be broken up between the entry, lobby, and miscellaneous amenity spaces.





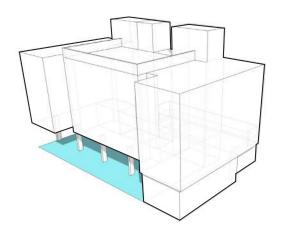
#### WINDOW ORIENTATION

The windows are focused along the streetadjacent facades and away from the singlefamily zoning. This supports views which are predominately in the east and south directions.



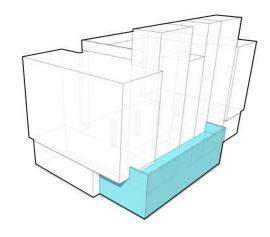
## STAIR TOWER PRIVACY

The stair towers are located at the western edge of the site adjacent to the neighboring single-family residence. While these increase the structure height along this edge, they also provide a privacy buffer for the existing single family residence. The shadow studies will show that this added height has minimal shading on the west neighbor. In fact, by noon each day the neighbor to the west has unobstructed solar access.



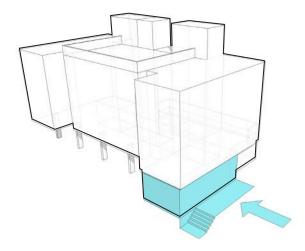
# **COVERED PARKING**

Parking is located beneath the building and is accessed from the alley. The structure almost entirely covers the designated parking area, which is on the opposite side of the project site from the neighboring single-family residence.



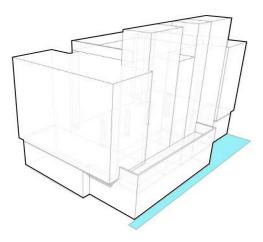
#### SINGLE-STORY VOLUME

The minimum setback of the structure from the single-family zone is generally 10'-0". One single-story volume will extend to a 3'-0" setback. This volume, however, will have minimal glazing and be of a textural, high quality material to provide privacy and visual interest for the neighbor.



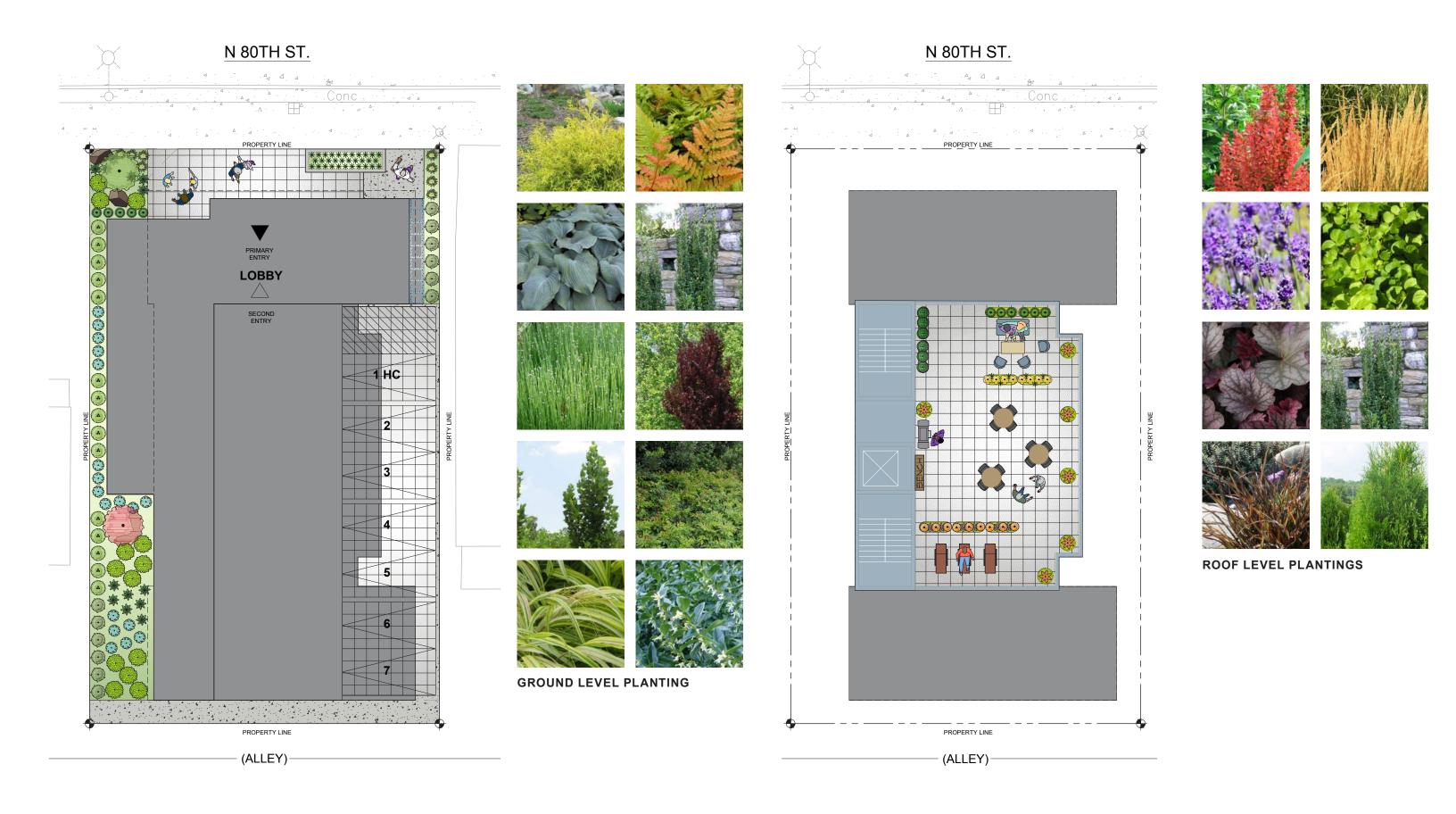
# PROMINENT ENTRY

As most foot and vehicular traffic will be approaching from the east, the eastern corner of the building is extended and the entry proud to indicate building approach.



# LANDSCAPE BUFFER

In addition, the edge along the single-family residence will have a landscape buffer that varies from 3'-0" to 11'-0" to ensure privacy for the neighbor and new building tenants alike, and also create a "soft" and living transition between the existing and proposed structures.



949 N 80TH STREET APARTMENTS #3024527 EDG

#### **DESIGN STANDARD**

SMC 23.47A.B.3.a: UPPER LEVEL SETBACK

For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone [...] as follows:

Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet

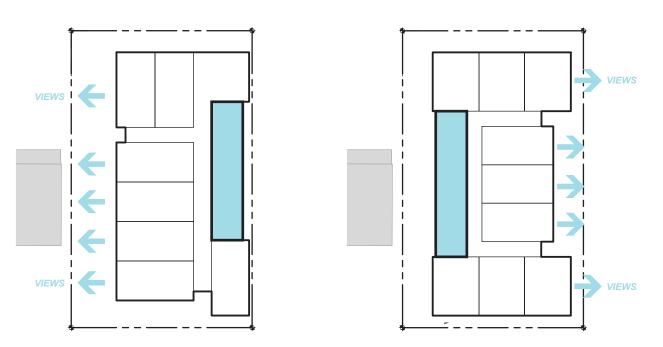
#### **DEPARTURE REQUEST**

To allow the upper level setback to be reduced to 10' above 13' in height.

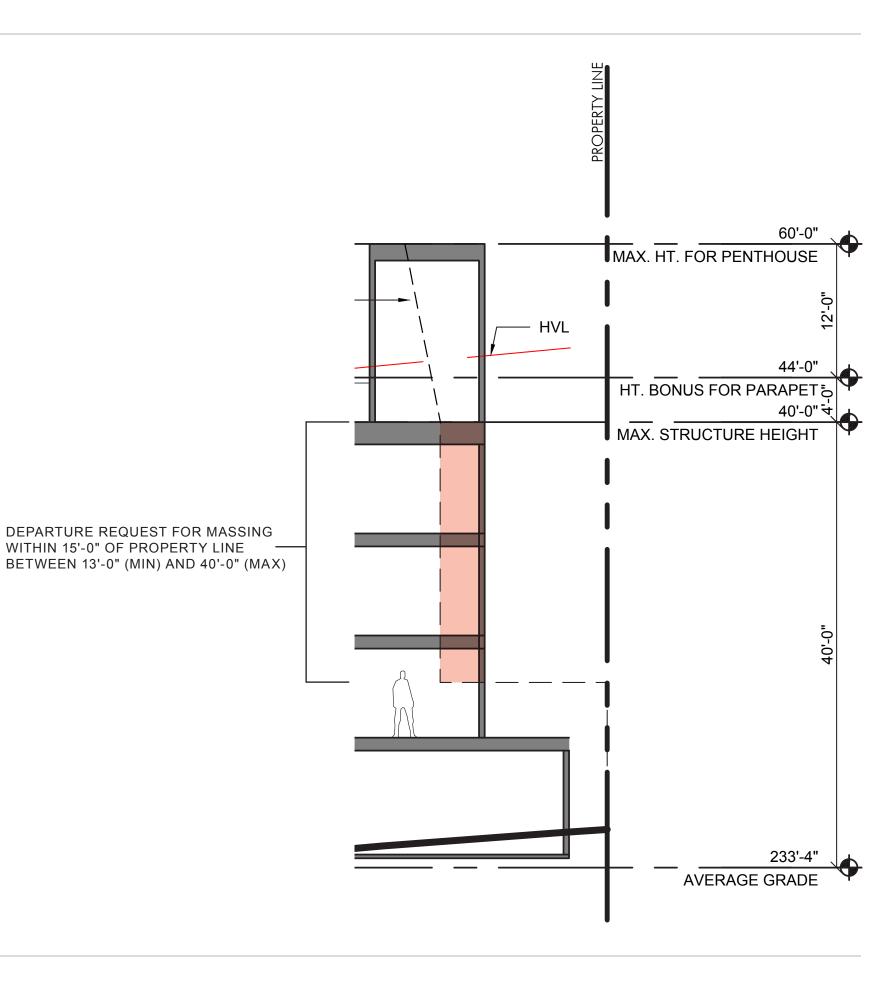
### RATIONALE FOR DEPARTURE:

This departure will allow for an arrangement of the building where all units, parking, and the roof deck will be oriented away from the single family residence to the west. This departure will allow our preferred option to be viable, which more than any other option best preserves privacy and locates parking respective of existing adjacent uses. In addition, it will eliminate the presence of a highly visible blank facade as seen from Aurora when the vertical circulation is located there do to site-inherent limitations to viable parking layouts.

**OPTIONS:** TWO AND THREE



SMC 23.47A.B.3.A: IMPROVED VIEW ORIENTATION



#### **DESIGN STANDARD**

SMC 23.47A.B.3.b: UPPER LEVEL SETBACK

For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone [...] as follows:

For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet.

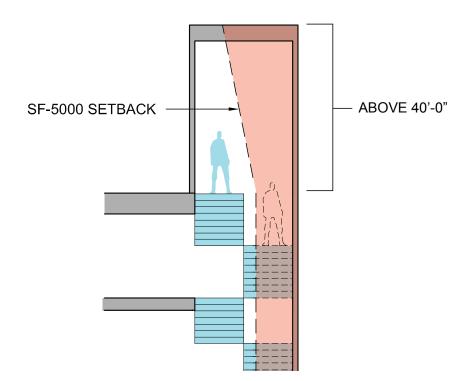
### **DEPARTURE REQUEST**

To allow the upper level setback to be reduced to a 10' minimum above 40' in height.

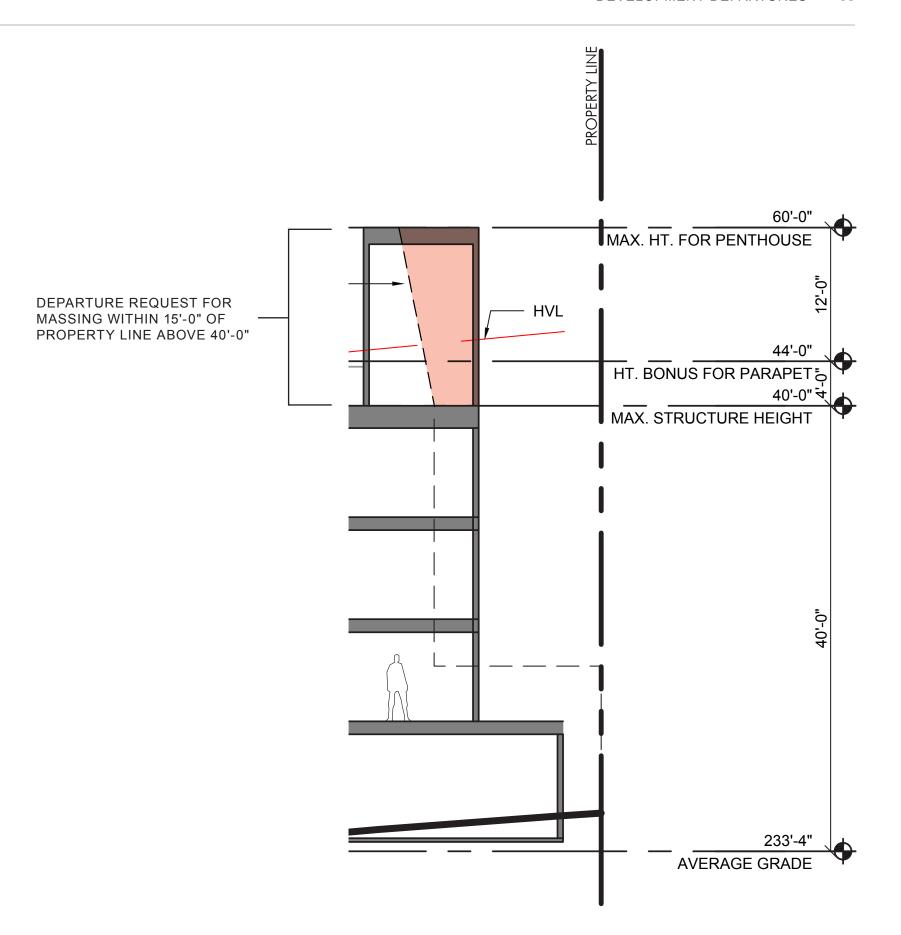
# **RATIONALE FOR DEPARTURE:**

This departure will allow the stair tower to be located along the western edge of the property. As previously stated, this creates a privacy buffer between the existing single-family neighbor and eliminates a highly visible blank facade from the Aurora expressway. Without this departure, the width and head clearance prohibit a penthouse in this location above 40'-0".

**OPTIONS:** TWO AND THREE

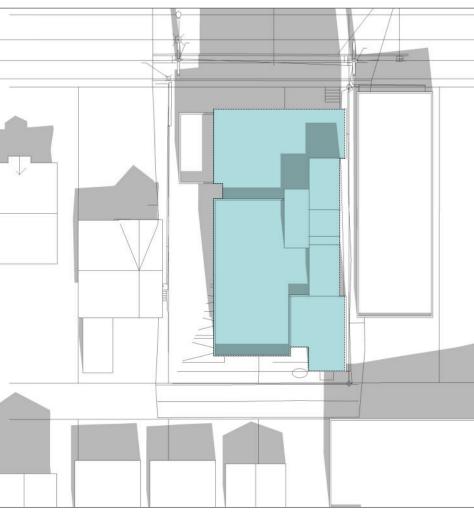


SMC 23.47A.B.3.B: UPPER LEVEL SETBACK TO ALLOW STAIR CLEARANCE





MARCH / SEPTEMBER 21, 9 AM



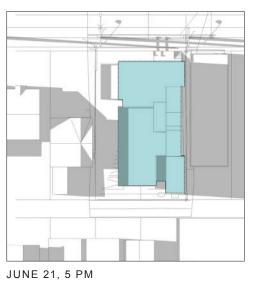
MARCH / SEPTEMBER 21, 12 PM

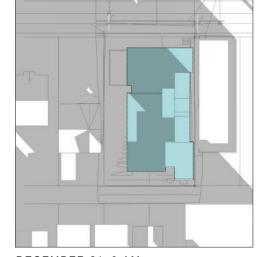


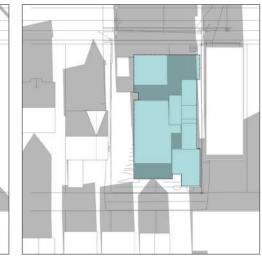
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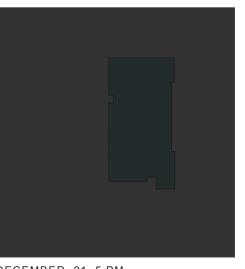


JUNE 21, 12 PM









DECEMBER 21, 9 AM

DECEMBER 21, 12 PM

DECEMBER 21, 5 PM







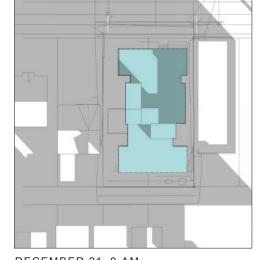
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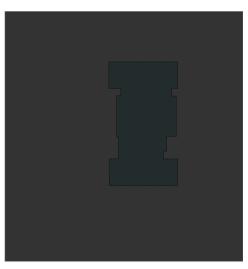
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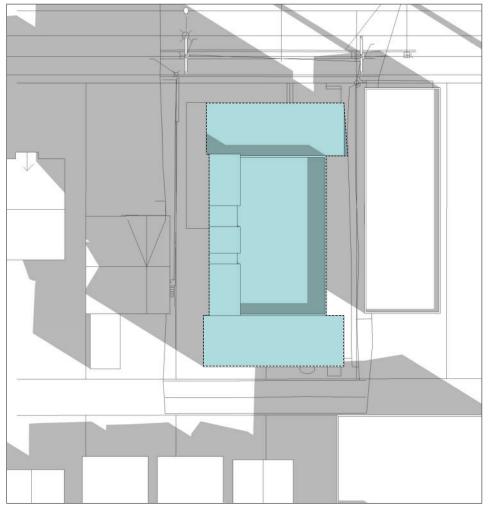
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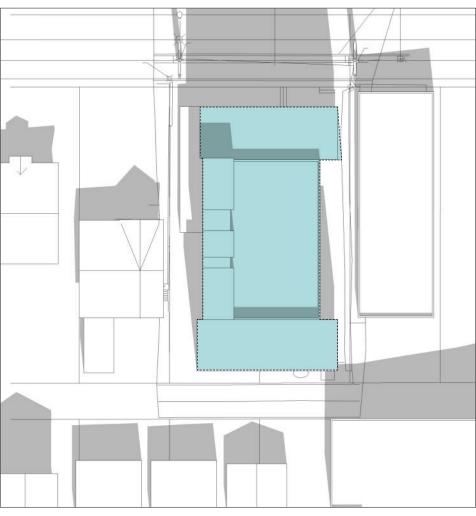
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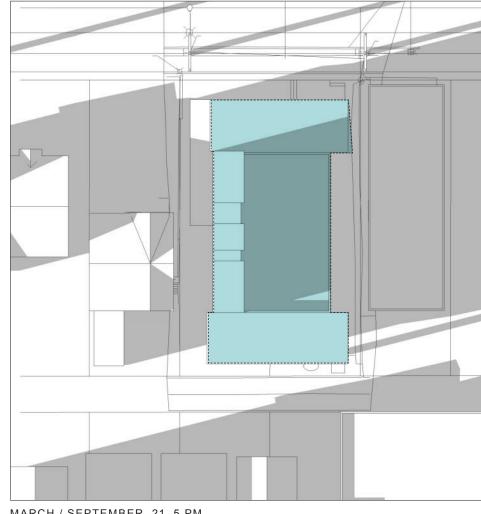
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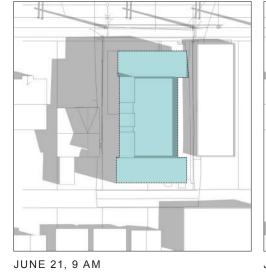
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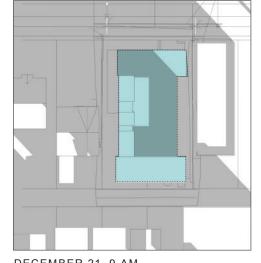


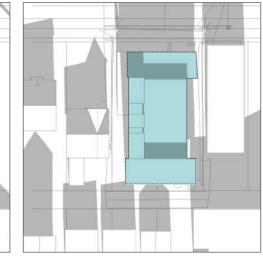
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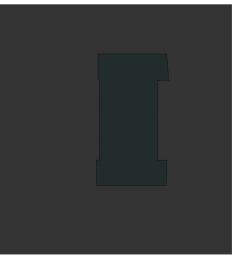


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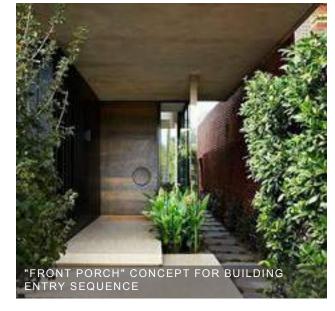






























949 N 80TH STREET APARTMENTS #3024527 EDG